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*Industry
Crisis!*

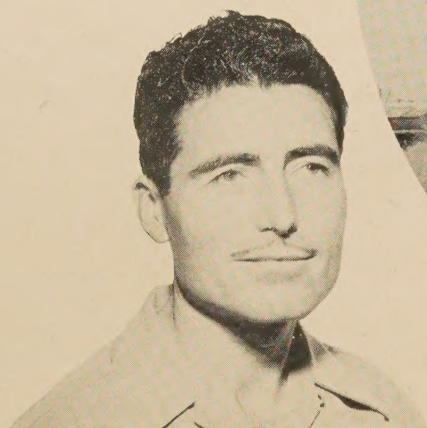
Page 8

NATIONAL

Designed
and Built

Another fine
addition to the

TUNA FLEET



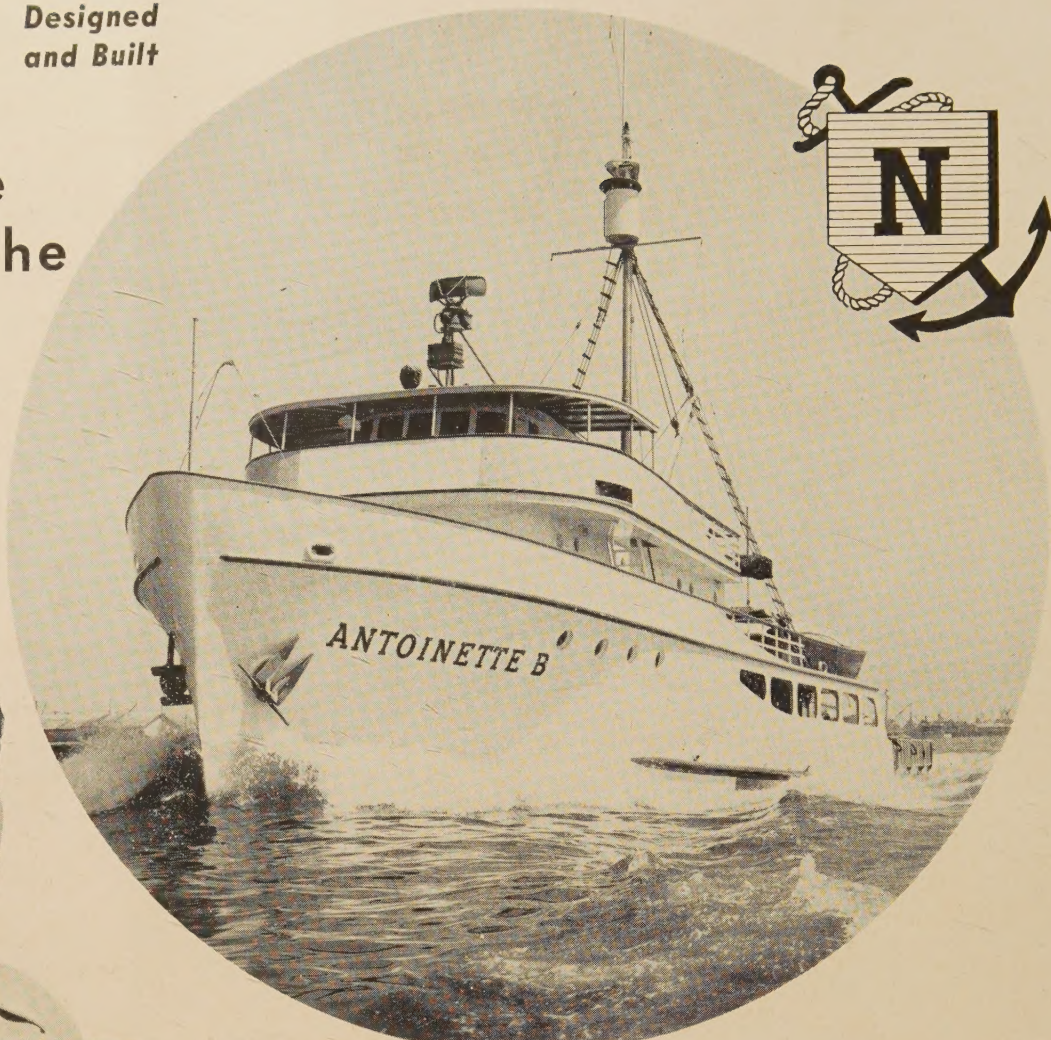
RICHARD W. JOSEPH

Richard W. Joseph at 32 is one of the younger generation of tuna fleet captains. He has been in the fishing business 14 years.

The Antoinette B is the first clipper he has skippered. His preliminary training was as mast man on three vessels: Edward Madruga's Liberty; Avalino Gonzales' Excalibur, and Frank Fernandes' Sun Glow. He then became assistant engineer on Vincent Gannes' South Seas.

Since it was launched last January at National Steel and Shipbuilding Corporation, the Antoinette B, fishing for French Sardine Co., has made two successful trips—the first a 270-ton catch and the other a cargo of 275 tons. These pay loads were caught in less than four months.

Mr. Joseph was born in Hanford, Calif., and received his schooling in Sacramento. He is married and has two fine youngsters: Duane, 8, and Richard Jr., 6. The family resides at 378 Rosecrans St.



Antoinette B, designed and built by National Steel and Shipbuilding Corporation for French Sardine Company and Associates, was launched Saturday, January 27, 1951.

This trim clipper is 121 feet long, with 27-foot beam and depth of 13 feet, 10 inches. Its capacities are 255 tons of fish; 36,550 gallons of fuel oil; 3,800 gallons of fresh water; 1,300 gallons of lubricating oil. Cruising range, 12,000 miles. Crew, 14 men.

The Antoinette B features an electric arc-welded steel hull, with a raked stem and a modified tuna vessel stern. The shell plating is 5/16". Floors are constructed of 5/16" steel plate in the engine room and wherever floors are oil tight. Other floors are 1/4" plate. The vessel has a 5/16" center vertical keel.

Main engine: Enterprise DMG 36 Diesel, single acting, direct reversible, 4-stroke cycle, 12" x 15" 400 RPM, supercharged to provide 600 BHP.

Auxiliary generating engines: Murphy 6-cylinder Diesels, 90 KW, 220 volts, 3 phase, AC generators, direct-connected, 4-stroke cycle, 1200 RPM non-reversible, 141 BHP.

NATIONAL STEEL AND ★ SHIPBUILDING

C O R P O R A T I O N



HARBOR DRIVE AT 28TH ST.

PHONE FRANKLIN 9-8065

SAN DIEGO 12, CALIFORNIA

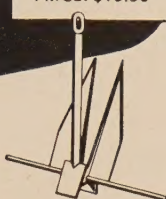
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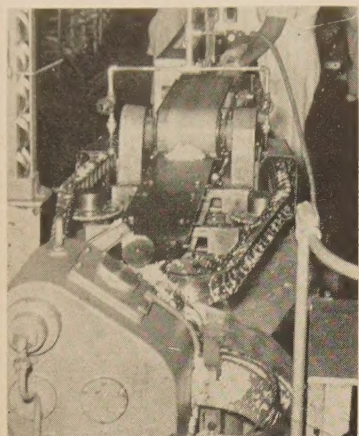
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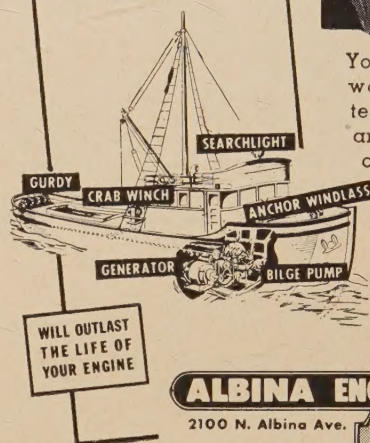
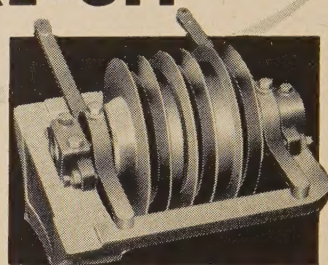
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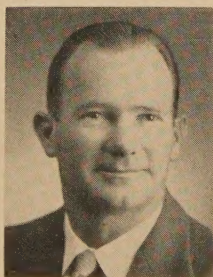
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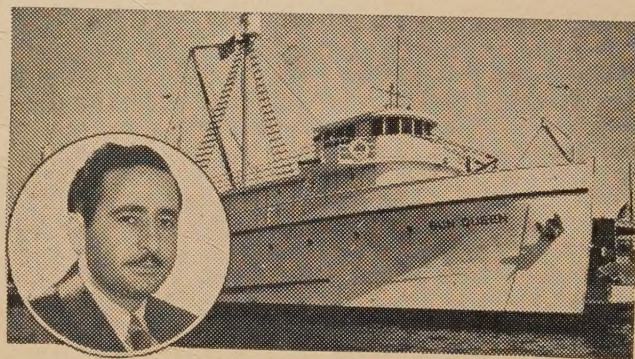
The Sun Queen, \$400,000 tuna clipper, which had been just completely overhauled, recently sank



JACK KNIGHT
California Electric
Works

at dockside. Although all electrical work, motors, etc., had to be dried and repaired, the boat repainted and many parts replaced, the Sun Queen was ready to sail within a period of a few weeks.

All electrical repair and replacement work was done by the California Electrical Works—an outstanding example of this firm's ability and efficiency to cope with emergencies.



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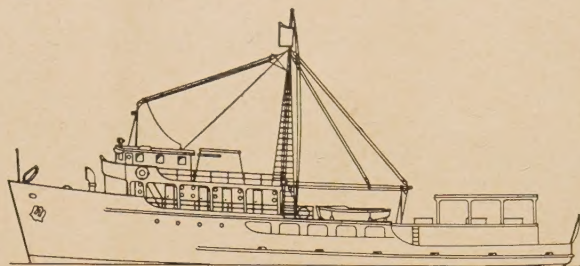
National advertising of Chicken of the Sea and White Star brand tuna through the medium of television, widens the market and increases the need for more fish from the ever expanding tuna fleet.

The far sighted policy of Van Camp's is reflected by the research and development of new products, from which the tuna fleet delivers to its canneries.

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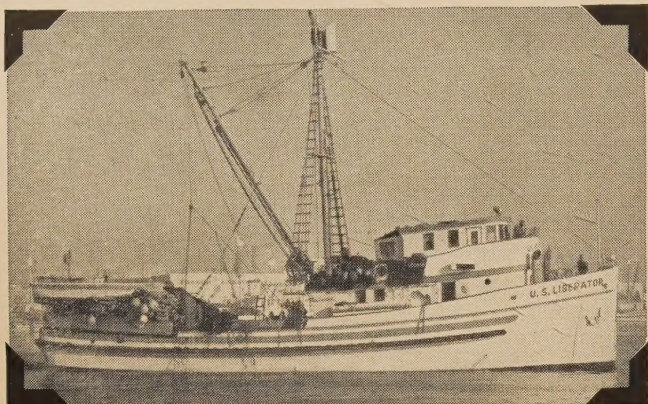
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SAN DIEGO, CALIF.

STANDARD ENGINEER'S REPORT

PRODUCT	DATA <i>Standard Diesel Fuel</i>
UNIT	<i>85 foot purse seiner - 400 H.P. Enterprise Diesel</i>
CONDITIONS	<i>Fishing off California and Mexico coasts</i>
PERIOD	<i>Since 1944</i>
OWNER	<i>Sal Colletto Monterey, Calif.</i>

No deposits on diesel injectors in 1200 hours tough work!

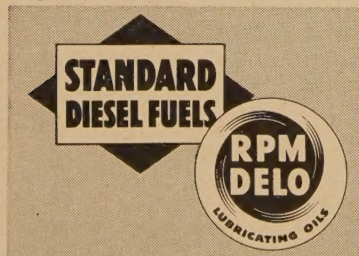


THE M.V. U.S. LIBERATOR fishes the high seas from California to as far south as Acapulco, Mexico. Her 400-H.P. propulsion engine works hard in the heavy seas, tides and tropical storms.

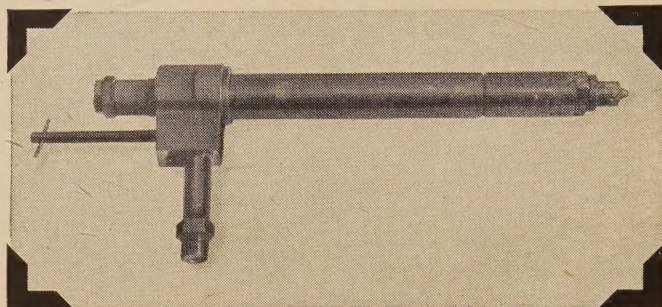
USING RPM DELO HEAVY DUTY Lubricating Oil, here being added by Chief Engineer Buda, has practically eliminated bearing and piston overhauls on the engine. After seven seasons of work without overhaul, an inspection showed the tool marks still on pistons, rings free and in good condition, bearings tight. During this period, oil was drained at about 250-hour intervals.



REMARKS: Standard Diesel Fuel and RPM DELO Oil work together to develop the highest efficiency in diesel engines and come in different grades to meet operating conditions in all sizes and types. The fuel comes to you clean and is made to exact specifications; the oil contains special compounds which resist oxidation, corrosion, stop foaming and prevent wear.

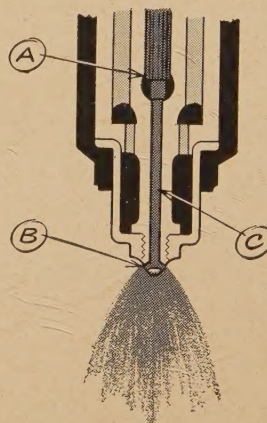


TRADEMARK "RPM DELO" REG. U.S. PAT. OFF.



STANDARD DIESEL FUEL, used in the U.S. Liberator's engine since she was built in 1944, has always provided plenty of power and smooth operation under all conditions—has burned "clean" and kept fuel parts in good condition, according to her skipper and owner, Mr. Sal Colletto. Note the injector above removed for photographing after completion of a 1200-hour fishing cruise.

How Standard Diesel Fuel cuts repairs and ups engine efficiency



- Complete distillation and cleanliness prevent wear of fuel-system parts.
- Proper ignition quality provides even burning and sustained power with minimum combustion shock, quick starting and smooth idling.
- Has correct viscosity to provide lubrication of fuel-system parts—assures less wear, minimum leakage and clean injection cut-off.

STANDARD TECHNICAL SERVICE checked this product performance. For expert help on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write Standard Oil Company of California, 225 Bush St., San Francisco.

STANDARD OIL COMPANY OF CALIFORNIA

PAN-AMERICAN fisherman

NEWSmagazine of PAN-AMERICAN FISHERIES
combined with the magazine TUNAfisherman

MAIN OFFICE
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San Diego 1, Calif — Phone F-7328

A Journal Published Monthly
Serving the Pan-American Fisheries
A Marine Press Publication

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Volume 6 Number 3

TABLE OF CONTENTS

EDITORIAL	6
THE GLOBE	7
EBB'N FLOW	8-9-10-11
OPINION	12-13
SHIPBUILDING	14
FAO	15
ADMINISTRATION	16
PROGRESS	17

COVER

Aerial view of boats tied up along San Diego, California, shoreline as result of tuna importations.

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AND NOW!

In July-August, 1951, *Marine Press Association*, publishers of *Pan-American Fisherman* magazine, gave the commercial fishing public one of the finest histories of its kind to come from the efforts of a publishing house. It was called, *Golden Jubilee*, and it is now a reference work used and appreciated by thousands.

It was so successful, in fact, the *Marine Press Association* has decided to publish, in December of this year, a similar work, incorporated in its Anniversary issue, treating with the great Port of Seattle. The scope? Here's a sample:



The story of the Port of Seattle's Salmon Bay Fishing Terminal alone covers almost forty colorful years in Seattle's maritime history. It was in 1912 that the first important development on what is now the Lake Washington Ship Canal took place. The event was the acquisition by the Port of Seattle of property at Salmon Bay. Fill work and general rehabilitation was done at the site, and the first net shed and a small pier were constructed. In 1915 a bulkhead line was established and construction was completed on a 260' x 500' pier as part of the Port of Seattle's revamped plans for the overall development of Salmon Bay. During this interval, work was started on the Government Locks and before the Federal Government could control the influence of salt water, an influx of *teredos* destroyed the outboard 140 feet of the pier.

From 1915 until the beginning of the first World War, Salmon Bay's status and installations remained unchanged. With hostilities confronting America, though, Salmon Bay proved valuable as a site for the construction of wooden ships, an activity which went on all during the war.

Following World War I, Salmon Bay reverted to its pre-war status, remaining that way until the middle thirties. Till about 1930, moorage facilities were nominal, and for a

number of years created an operating loss. Then, however, as now, Salmon Bay Fishing Terminal's worth lay not in its ability to show a yearly profit but rather in its role as headquarters for an industry contributing millions of dollars yearly to Seattle's economy.

The present major development of Salmon Bay Fishing Terminal had its beginnings in 1934 when Port Commissioner J. A. Earley first visualized an over-all expansion program for the terminal to insure that its services and facilities would keep pace with the growth of Seattle's vital

fishing industry. Earley's plans will culminate next year when the final step—the current million-dollar development program now under way—is to be completed. This program began in 1939 with the construction of one new net shed and the installation of sawtooth mooring piers. These latter were unique in that their design was originated by the Port of Seattle engineering staff under the direction of Chief Engineer George T. Treadwell. Their installation attracted such national attention that this form of pier has been copied by major fishing terminals in many sections of the country.

An educational program was started among the fishermen of this area whose attitude at that time was: 'We spend a great deal of money in this community; why as taxpayers, should we have to pay for these facilities?' The explanation was, of course, that Seattle had to provide facilities if she was to hold the fishing fleets here, and that responsibility fell equally upon all residents of the port district. Once the realization was common that if Seattle lost her fishermen she would lose millions of dollars of annual income, the port plan to make Salmon Bay the finest fishing terminal in the nation was accepted with enthusiasm.

In the elections of 1948, voters approved a bond issue of one million, seven hundred and fifty thousands dollars.

WISE THINKING

When first the full seriousness of the tuna importation problem struck commercial fishing and its "fringe" industries in Southern California, a flood of vituperative and explosive comment was heard from all sides. Similar to all such evolutions, industrial, social or political, however, the wild casting about for anchor has simmered down to sober thought, and, in some cases, initial action. Two cases in point strike this page as engendered by wise thinking. The first of these was steered last month by members of the powerful American Tunaboat Association, led by President Frank Perry, General Manager Harold Cary and Director of Research, Dr. Wilbert M. Chapman. The Association plan to alleviate the situation, while admittedly long-range in scope, has great merit. It is constructed along the three-point program line, and is as follows:

- 1)—Introduction of a tariff on foreign tuna importations now duty free.
- 2)—Putting into effect a promotional program designed to sell to the American housewife the merits of California-packed tuna.
- 3)—Institution of a program of research, aimed at providing the fisherman with costs, scientific data and other data necessary to acquaint him with the more efficient methods of operation.

In the first instance, the ball already is rolling. Rep. Clinton D. McKinnon of San Diego, California, has introduced a bill in Washington calling for a fifteen percent tariff on tuna imports. Moreover, he has been followed by Rep. Hubert Scudder, also of California, asking for a flat five-cent-a-pound duty on all imported tuna. A third bill also is under consideration by Rep. Cecil King of San Diego, California, although its ramifications have yet to be worked out.

Case No. 2 has been as a shot in the arm to the industry, and, while not yet in motion, is bound to have a far-reaching effect. Briefly, Southern California's clipper owners, through their various agencies, and more specifically through American Tunaboat Association, have voted \$500,000 to promote California-packed tuna. One has only to consider what the citrus growers have accomplished in selling their pro-

duct through such mediums to determine whether or not this is a wise operation.

American Tunaboat's third prong in its current project need hardly be commented on, as it has been, for many years, only too obvious how badly it was needed. Dr. Chapman is a brilliant fisheries authority, with enough degrees and accomplishments behind his name to lay up many men with a bad case of laurel-resting. Dr. Chapman accepted an inferior salary and an inferior position to many he could have had because he believes in, and prefers to consider himself an integral part of, the tuna industry. His work, already started, will be worth one day soon a virtual goldmine to commercial fishing in this area. In short, he has set out to acquaint the fisherman with the scientific end of commercial fishing, and to acquaint the scientific end of fishing with the fisherman. If he secures for the tuna industry what he has determined to get for it, then no country's fisherman in the world shall be able to more efficiently and economically out-produce the American.

The second suggestion that has come to the notice of this page was offered by Mr. Cosimo A. Cutri, President of Cutri Insurance Agency and *Marine Press Association*, both of San Diego. It is best explained in a letter, which recently Mr. Cutri directed to Mr. Leonard H. Pasqualicchio in Washington, D. C. Mr. Pasqualicchio is a powerful member of the American press, and a familiar figure at the Capitol. The letter:

"September 10, 1951

"Mr. Leonard H. Pasqualicchio
"Suite 410 Atlantic Bldg.
"930 F Street, N. W.
"Washington, D. C.

Dear Leonard:

"I am enclosing a few items in connection with our tuna industry with which you are quite familiar due primarily to your recent visit here in San Diego.

"The article in the San Diego Union is self-explanatory. It is almost impossible to depend on tariff legislation or a quota in the immediate future. However, of the two the quota would be the quicker to be enacted on imports. One of our captains and boat owners has suggested that if the government were

to negotiate some form of subsidy with the Japanese government so that the tuna caught in Japan may be packed in Japan by Japanese labor, which is by far cheaper than the American packing cost, the government could distribute this packed tuna to the countries of the world that need food. You know what tuna is and so does the President of the United States. Just recently we sent him some of our Breast 'O Chicken fancy tuna and I hope he has had a chance to taste it. This food is expensive when packed in the United States because of our standard of living, but it would not cost a great deal to have the government buy it after it is packed in Japan and distribute it to our friendly nations.

"The reason primarily that I write to you is that you have many friends, Italian-American congressmen and senators and other influential people in our government including the President of the United States, and through the Order of Sons of Italy you may be able to help this very bad situation which is affecting, not only the fishermen but also those of us who derive our livelihood from the industry. Congressman McKinnon from San Diego has been very active on our behalf. Please contact him for additional information which you may want.

"Try to do something on this important matter as soon as you can, especially through our national organ OSIA News which reaches hundreds of thousands of Italian-Americans throughout the United States.

The Pan American Fisherman magazine, of which I am the head, is printing an article in the next issue and a copy of this magazine will be sent to each congressman and senator in the United States. Your comments or any questions will be welcome.

"Best personal regards to you and the family.

"Sincerely yours,
"COSIMO A. CUTRI."

Obviously, Mr. Cutri's thinking is based upon solid grounds. This country is spending millions of dollars annually to feed needy peoples of the world. Why not put tuna on the list. There would be, as Mr. Cutri has outlined the suggestion, no subsidy involved. It would simply mean that the Government of the

(Continued on page 28)



The GLOBE

An International News
File compiled by
FOREIGN BUREAU
of
Marine Press Association

Lisbon, Portugal.—Portugal's Gremios of Sardine Fishers and Trawl Fishers signed a contract on August 15 with Radio Marconi for the operation of a network of radio stations to keep the fishing fleet informed of the latest fishing conditions, an August 14 American Embassy dispatch from Lisbon points out. The fishing boats will be informed of weather conditions, best fishing locations, and market conditions at various ports. New radio stations are to be installed at Matosinhos, Peniche, Portimao, and Olhao, and provision has been made for the future installation of additional stations in other areas. The Gremios plan to make loans to equip fishing boats with two-way radios.

Caracas, Venezuela.—Formal notice of the intention of the United States Government to negotiate with the Government of Venezuela to supplement and amend the trade agreement with that country of November 6, 1939, was announced by the Department of State on August 29, 1951. United States participation will be under the provisions of the Trade Agreements Act of 1934 as amended and extended.

The Interdepartmental Trade Agreements Committee published a list of products on which modification of United States tariffs or other import restrictions may be considered during the negotiations. No fishery products were contained in this list. The notice points out that United States concessions on articles which are provided for in Schedule II of the 1939 agreement, but which are not included in the list of articles published today, will remain unchanged unless such articles are included in any supplemental list which might be published in the future.

In the forthcoming negotiations consideration will be given to possible modifications in, or elimination of, concessions on United States products entering Venezuela as provided in Schedule I of the 1939 agreement, and also to the addition of new items to that schedule, or additional concessions on items already covered by it. Therefore, persons interested in any export product may wish to make known their views with regard to whether existing Venezuelan concessions should be maintained or broadened, and whether new concessions on additional items should be sought from Venezuela.

Under the present agreement, preferential rates are given to Venezuelan imports from the United States of canned salmon, canned sardines, and canned shellfish. Venezuelan import duties on fish products were substantially increased effective March 1, 1951, except for those items contained in the trade agreement and imported from the United States and from other countries with which Venezuela has commercial treaties or *modus vivendi* containing most-favored-nation clauses.

Expressions from the fishery trade concerning concessions in the Venezuelan tariff that should be sought or on any trade restrictions imposed by Venezuela which

have proved burdensome will be considered at the hearings.

The Committee for Reciprocity Information will hold public hearings on the proposed negotiations beginning at 10 a. m., October 9, 1951, in Room 105, National Archives Building, Washington, D.C. Applications for oral presentation of views and information, as well as written briefs or statements, must be presented to the Committee not later than 12 noon, Sept. 28, 1951. Only those persons will be heard who have presented written briefs or statements and filed applications to be heard, by that date.

Copies of the notice of intention to negotiate, the published list, and instructions for presentation of briefs may be obtained from the Committee for Reciprocity Information, Tariff Commission Building, Washington 25, D.C., or may be inspected at field offices of the Department of Commerce.

Tokyo, Japan.—Japan's sixth mothership-type tuna expedition consisted of the mothership, the Tenryu Maru (577 gross metric tons), an auxiliary carrier, the Tosui Maru (362 tons), and eight catcher boats ranging from 100 to 200 gross tons. In addition, two dory-type catchers of five tons each were carried on board the Tenryu Maru. The fleet operated in the vicinity of 3° N. latitude and 160° E. longitude from April 20 to May 23, 1951.

Total catch was estimated at 992,000 pounds, including 607,500 pounds of yellowfin tuna, 136,000 pounds of other tuna, 178,500 pounds of spearfish (mostly marlin swordfish), 52,000 lbs. of sharks, and 18,000 lbs. of other fish. The mothership and carrier brought about 479,000 lbs. of the catch back to Japan frozen, and the remaining 513,000 lbs. was brought back in ice in the holds of the catcher boats. The catch was intended for domestic consumption, but owing to heavy landings of other species of fish and a depressed price condition, the best quality frozen yellowfin tuna may be stored for export, the June 16 Weekly Summary of SCAP's Natural Resources Section points out.

Copenhagen, Denmark.—Much more Danish frozen brook trout can be sold in the United States than has been exported heretofore, according to a Danish exporter recently returned to Denmark from a visit to the United States. According to his report in the July 13 issue of *Dansk Fiskeritidende*, the value of Danish fish exported to the United States in the first five months of 1951 was about US \$290,000. Freshwater frozen brook trout accounted for one-half of this total.

Most of the Danish fish goes to hotels and restaurants where they are served as specialties. However, they are also beginning to be sold at retail, this exporter claims.

Industry Moves to Meet Crisis

FISHERMEN WOMEN'S GROUPS, ASSOCIATIONS, GO INTO ACTION!

Dr. Wilbert M. Chapman touched a match to the bomb that had been planted six years ago. Delver into a thousand fisheries problems and veteran student of the deep, Chapman, currently Research Director of American Tunaboat Association and lately Special Assistant to the Undersecretary of State for Fisheries, Washington, D.C., called in Howard Morin, San Diego, California, *Union* waterfront reporter, and gave him the news that made this headline:

**TUNA IMPORTS
REACH 49,533
TONS IN S.D.**

The story that followed rang around the waterfront with the harsh insistence of a Chinese war gong, and finally penetrated to Los Angeles, San Pedro and Terminal Island, California. Imports of

tuna, it went, as explained in detail by the statistically-minded fisheries biologist and author of eighty scientific papers and a book or two, had reached, from Japan and other foreign countries in the past eighteen months, the staggering total of the aforementioned tonnage, or the equivalent of 175 voyages of San Diego's largest tuna clippers to Latin-American and Mexican fishing banks. There were, moreover, ninety-two idle clippers, most of them loaded still with fish from their last trips. More could be expected to be added daily.

"Californians," said Chapman bluntly, "have no idea of the tremendous increase in imported tuna. These imports increased from 2,586 tons in 1946 to 28,855 tons last year. In the first six months of 1950 tuna imports totaled

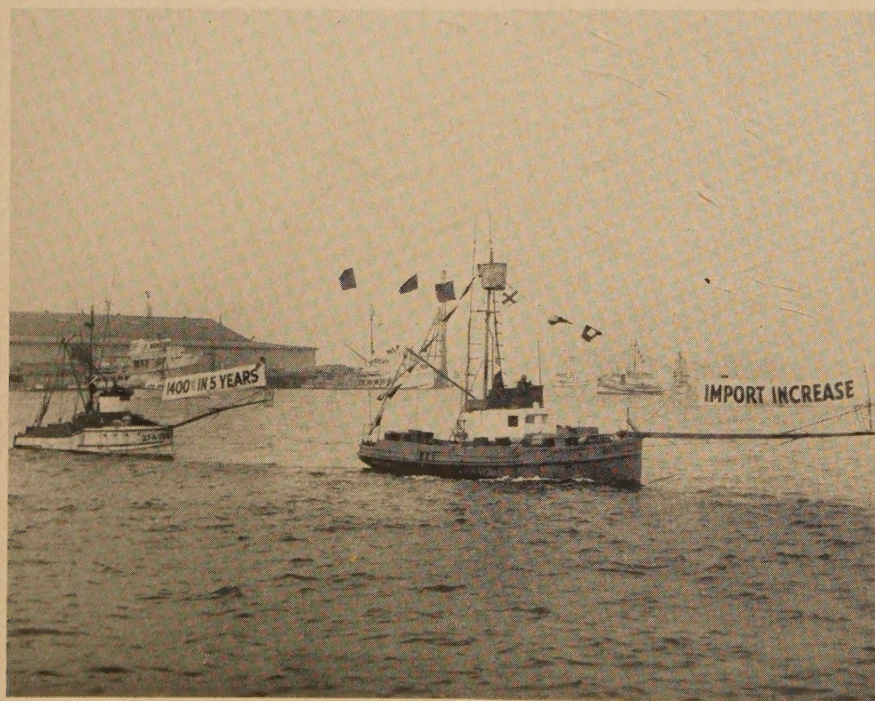
14,630,000 pounds. For the corresponding period this year 32,366,000 pounds were imported.

The cards were down, and fishermen began looking at the situation as they had seldom, if ever, looked before. Many elements immediately became evident. First, the 1951 albacore season had been the worst for two decades. True, the run had started late. But the market had been also slow. It had been difficult to dispose of catches at the prevailing prices. The price, in fact, had dropped to \$300 a ton, except at Van Camp's and High Seas, both huge packers.

Most fishermen blamed it on the Japanese fleet, which was comprised of thousands of tiny boats, and which had a prevailing daily wage scale of twenty-five cents a day for fishermen. Low wages, taxes and living standards meant but one thing: cutthroat competition. Then fishermen took a look at the Yellowfin and Skipjack situation. There, the market, too, was glutted, and the situation, on August 29, brought on a maelstrom of action and protest. The first act to make headlines was, oddly enough, started by women.

On August 30, more than thirty-five wives, mothers and sweethearts of San Diego fishermen banded at Machinists Hall in San Diego. Several days previously, they had asked men such as Assemblymen Captain Frank Luckel, County Supervisor Frank Gibson, American Tunaboat Manager, Harold Cary, Dr. Wilbert W. Chapman and Rep. Clinton D. McKinnon to commit themselves as to the answer via radio station XEAC, San Diego. The answers tendered were couched much in the same tone—i.e., something must be done, but it would take thinking.

McKinnon, just previous to the broadcast, had not been idle, however, and, at



Protest

Part of the 250-boat fleet Protest Parade in San Diego Bay.

the Machinist Hall conclave, he had his part in the situation well thought out. He replied he would take up the "grave situation" with the State Department, which had, incidentally, no law barring frozen tuna imports. He was acting, he said, along with Harold Cary, to get up a measure calling for either a quota on imported tuna or a protective tariff. More, he told the women, he had managed to enlist the aid and cooperation of Rep. Hugh Mitchell of Seattle, Washington, in introducing a bill in Congress September 12. But he had a note of warning.

"I warn you," he said. "It will be a slow process. There is not one chance in a hundred that it can pass in the two weeks remaining to Congress at this session."

The tuna industry was a highly-specialized operation, he explained, and was peculiar to only a few small areas. There were barely five Congressmen who cared whether it lived or died. One answer to this disinterest, of course, was in the power of his listeners, and others of similar interest. That was writing to important Capitol figures, particularly Representatives, as the levying of tariffs, or the rehabilitation of such agreements, lay in the power of that body. Letters, he concluded, when properly directed, became powerful weapons. Then he had some instructions on the subject.

"You will have some opposition. The heavily industrialized centers like Detroit and Pittsburgh are anxious for other countries to sell their products in this country so they can acquire dollars to buy heavy American machinery."

The inference was plain. Few Congressmen representing such industry would offend their constituents by backing a program designed to slow down imports to the detriment of their own industries. This, even if it meant an end to an American industry, and, obviously, support from a majority of these gentlemen was needed to gain relief from the present situation. McKinnon concluded his talk by denying that the Japanese Peace treaty conclusions, which, at that time, were taking place prior to actual opening of the conclave in San Francisco, had made provision for tariff changes. Then the women went to work. Within several days a flood of letters, pouring from the hands of more than fifty industry women, was headed toward Washington.

Meanwhile, boats and clippers began to clog San Diego's piers, as well as those of Terminal Island, San Pedro and Los Angeles. In San Diego, coincidental with the formation of a body known as Industry Emergency Committee, formed by the industry's women shortly following McKinnon's appear-

ance before them, more than 15,000 tons of tuna had arrived, to await an unloading date. This meant a valuation of more than \$3,500,000 in idle money. Thousands of tons of fish, additionally, were expected to arrive in port within the following weeks, and authorities agreed that, barring a strike, the industry's history had never seen a worse predicament. On one day, early in the month, 22 tuna clippers and 56 albacore boats rounded Ballast Point to tie up. The same day, receipts of tuna totaled 1,723 tons, and canners made plans to tie up the boats indefinitely, and the cannery picture itself didn't look too good.

Canners, especially the huge canneries of Astoria, Oregon, and points north, had been buying up the Japanese tuna, and, as a matter of fact, so had those in California. Peruvian tuna had been on the list along with the Japanese product, but it was generally agreed that the canner who bought the fish could not be blamed. He was, in fact, faced with an extraordinarily peculiar situation, and it dated back to the Reciprocal Trade Agreement with Mexico, as promulgated by the Roosevelt administration, and directed by the late Secretary of State, Cordell Hull, in the early years of World War II.

The background on it, at face value, had a reason then; but a reason that had served its purpose when the war ended.

In a nutshell, the Federal Government, anxious to expedite fats, fish, oils and other products from Mexico, had entered into an agreement with that country; an agreement that applied to any other country not at war with the U.S. It called for a 25 per cent *ad valorem*, effective, unless abrogated by the Congress, until January, 1951. At that date, if abrogated, the duty would revert to its old figure of 45 per cent *ad valorem*. Both duty brackets, of course, applied to foreign-packed tuna in oil; a species of pack then favored by the Japanese, at least when the 25 per cent bracket was in force. When, in January, 1950, however, the old duty returned in force, the Japanese began casting about for a new means of importing fish into this country on a cheaper basis. That's when tuna in brine and frozen and raw tuna started rolling into the United States; a form of acceleration that since has become a suffocating mass.

What, then, could the canner do but buy it? The answer is, he could do nothing; if anything he was menaced as was the fisherman. Why was this so? For the reason that if he did not buy up some of the fish and protect his own economy by doing so, the Japanese would pack it anyway, thus getting it into this country regardless. Therefore, the canners' market was menaced, unless he bought enough to at least remain in competition with Japanese packers, who
(Continued on next page)

Flagship

Paramount, skippered by Joe Madrugá, led parade.



certainly had access to plenty of cheap Japanese fish. He was, as the result, stuck with a proposition that, to say the least, was unenviable, and the steps he took to protect himself was illustrated on September 9.

Seafood deliveries in August to San Diego canneries totaled 23,695,127 pounds, a decrease of 6,000,000 pounds under August, 1950, according to Captain Donald Glass, Chief of the San Diego office of State Division of Fish and Game. Authorities then remembered how the situation had developed within a few short years. Japanese importations alone had increased from 2,392,000 in 1948 to 25,369,000 pounds in 1950. In that period, United States tuna production had increased only from 326,000,000 pounds to 400,000,000. The crux, in addition to the drop in cannery buying of domestic fish, was this. By most canner's dictum, the big clippers, which had made three trips in 1951, would be allowed to go to sea by 1952 only; many boats of the 165-ton class would have to stay in port fifty-five days after the second voyage and seventy-five days after the third voyage. In addition, fishing boats of from 80 to 165 tons must remain in port forty-five days and so on.

Developments:

The situation, of course, surprised very few people among the various associations and other political and industrial mediums. Happily enough, many were ready for it, and hence the ball began rolling to remedy the situation overnight. Among those who had preached danger to the industry were Harold Cary, Earl Nielsen, President, California Tuna Canning Company, San Diego; Donald P. Loker, General Manager, High Seas Tuna Packing Company; Frank Perry, Hap Holliday, Lester Balinger, Secretary-Treasurer, Fishermen's and Cannery Workers Union, AFL, San

Diego; Charles White, President, San Diego Commercial Fish Boat Owners, Incorporated; Cosimo A. Cutri, President, Marine Press Association, and J. J. Camillo, General Manager, Lower California Fisheries Association.

As the result of the petitions made by the group, and backed by the women's organization, Congressmen, late in the month were alerted to the problem and the preliminary spadework was begun. Within a week Rep. McKinnon had introduced a bill to the Lower House calling for a 15 per cent duty on tuna now duty free, and Rep. Hugh Scudder, also of California, had presented a measure asking for a flat five-cent-a-pound duty. Rep. Cecil King of San Pedro, California, also was preparing a measure at the month's end, and Senators William F. Knowland and Richard Nixon had been virtually snowed under by a barrage of protests. By the month's end also, Mrs. Mary Rogers Tuna Industry Emergency Committee had sent out more than 40,000 letters of protest, with more to come.

Then came these developments:

(1) A protest parade, instigated by Charles White and Frank Perry and led by Captain Joe Madruga's giant *Paramount*, sailed 250 strong around San Diego Bay. Banners announcing the purpose flew from the masts of most of the boats, while angry people ashore apprised all within hearing as to why such a spectacle was being held.

(2) The local Chamber of Commerce summoned its directors and voted to back up the tuna industry with every weapon at hand. There were some big guns attending, and the meeting was presided over by Leroy A. Wright, President, San Diego Bar Association, with Harold Cary and Dr. W. M. Chapman as guests. Others attending were, in part,

Jim Shreve, Hamilton Marston, Harry Horton, Lester Bradley, Anderson Borthwick, Graydon Hoffman, Stedman Gould, Harry Foster, Bankers Sutherland and Kelley, George Campbell, Wade Ambrose, Ken Berglund, Glenn Copeland, Stanley Grove and Arnold Klaus. High point of the meeting was an analysis given by Ambrose. While admitting freely that many cannery had bought Japanese cheap fish, he said:

"What are you to do about a situation such as this? Cannery are faced with an extraordinarily odd problem. In other words, if they don't buy Japanese fish, those people will merely can it and ship it over here anyway. Thus our market it stocked with foreign fish anyway you look at it. It's like a leaky dam. You plug one outlet, and the water pops out at another point."

(3) On September 10, organized groups of fishermen were taken into the California State Grange, a fraternal farm organization, for the first time when three chapters composed of fishermen were granted charters at a meeting here over a week end.

The San Diego Fishermen's Grange became the first such unit in America when it was presented a charter at a meeting of the Southern Division of the Pacific Coast Fish Produce Institute.

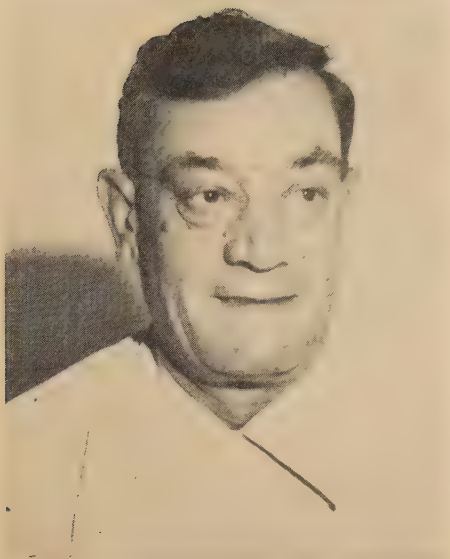
Other charters were granted to Newport Beach and Long Beach Chapters. Similar granges are expected to be organized by fishermen in other ports, spokesmen predicted.

It was the first time tuna fishermen have become affiliated with a national organization.

Leaders of the San Diego Grange were elated yesterday at the progress of their organization. A whirlwind membership drive was conducted after the charter



Idled
Part of fleet tied up at Broadway Pier.



J. J. Camillo

General Manager, Lower California Fisheries Association.

was granted, 352 charter members being signed up.

Vardon F. Gregg was named temporary master of the San Diego Grange. Mary Barrett was elected secretary and Murel "Whitey" Jackson, treasurer.

(4) Then the American Tunaboat Association showed what it was made of. On September 18, Harold F. Cary announced that the organization had adopted a three-point program designed to rejuvenate the industry, and it was like a shot of adrenalin to a heart disease sufferer. Outlined:

(a) A half-million-dollar promotion program to expand the domestic

market for all tuna—imported and domestic—in the hope that the product from Japan and Peru will then constitute less of a threat to the industry here.

(b) Technological studies by Dr. Wilbert Chapman to try to reduce the cost of producing the domestic catch and thus lower prices to the consumer.

(c) A limited tariff program of 15 percent on about the first 50 million pounds of imports annually and 30 percent on all over that amount. This would be designed to allow imports at about 1950's high levels, but to prevent an increase in shipments of fresh and frozen tuna.

Then Cary left for Washington, D.C., closely followed by Charles White. Both intended to personally push their programs. Meanwhile, opinions were:

"American-caught and packed tuna," said Frank Perry, "is an economical, high energy food that should have an



Charles White

President, San Diego Fish Boat Owners, Incorporated.

While details of the program remain to be worked out, Perry indicated that it would include a test kitchen for development and testing of recipes using tuna, as well as a public relations program that will tell housewives, through newspapers, magazines, radio and television, new ways to use the product.

"The boat owners," Perry concluded, "are faced with a serious problem. Imports of foreign-caught tuna and albacore already have reduced the American fishermen's relative share in the retail market.

"Sales of tuna have been increasing steadily since World War II, but American fishermen's share is still small." (Continued on page 18)



Lester Balingier

Secretary-Treasurer, Fishermen & Cannery Workers Union, AFL.

important part on every family menu. There is no waste in a can of tuna. Every bit of it can be used. But we've got to sell the idea." George Baker, Business Representative of the International Association of Machinists tuna clipper engineers, said:

"We are heartily in favor of such a program. We have voted unanimously to negotiate with the boat owners on setting up a program to promote increased use of tuna."

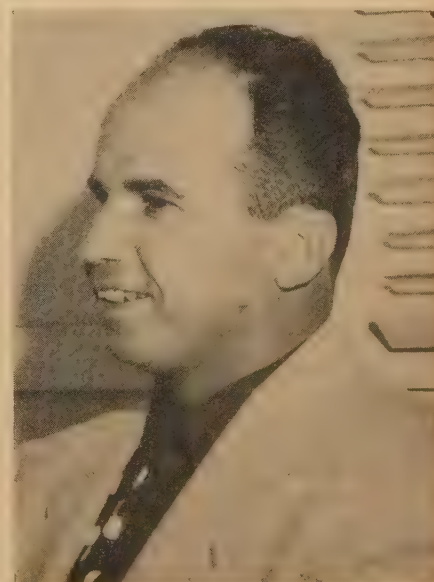
Lester Balingier, the fishermen union's hardboiled Secretary-Treasurer, said bluntly:

"Hell, we've been trying to get that idea over for years." The plans, calling for \$500,000 outlay to start with, and assessed of various industry mediums, went something like this:



Cosimo A. Cutri

President, Cutri Insurance Agency and Marine Press Association.



Frank Perry

President, American Tunaboat Assn.



Authority

Dr. W. M. Chapman, Director of Research, American Tunaboat Association.

(It was the original intent of the editors to follow the article, "Death Throes of an Industry," which appeared in the last issue of *Pan-American Fisherman*, with a concluding piece. Meantime, however, this essay was submitted by Dr. Wilbert M. Chapman, Director of Research, American Tunaboat Association, San Diego, California. Due to its keen appraisal of the situation, as well as its interesting content, it was decided to cut it into the series. The concluding article involving "Death Throes of an Industry" will appear, then, in our November issue.)

THE TUNA industry is sick today and that is true beyond the venture of a doubt. But it is not dead, nor is there any reason why cures promptly applied and wisely administered will not nurse the patient back to health. The symptoms of the disease are vessels tying to the dock and remaining there until nearly the whole of the fleet is in from the sea and idle. This is a symptom from which the patient can easily die. Costs of operation for a tuna clipper do not stop when the vessel ties to a dock. Most of them go on and some major ones, like depreciation, increase. A tuna clipper can earn its keep only by being at sea fishing. It will break its owners, put its crew members in destitution, and bring ruin to the entire tuna industry, and the host of shoreside supply industries which it supports, if it stays tied at the dock.

But the cause of the disease is deeper and simpler. More tuna has been supplied to the American tuna market than it can absorb. The trouble is just as simple as that. The fleet will not fish

again in a steady manner until the supply of tuna has come into balance with the demand for it.

There are two ways for the tuna fisherman to react to this problem — do nothing but wait for the dust to settle, or wade in and slug his way out of trouble. The easy way is just to sit tight and go broke. In the end the weaker men will be weeded out and the stronger men will emerge once again to lead the industry back to solid economic grounds. This is the law of the jungle. The strong swim and the weak sink. In actuality, this will not cure the problem of the industry. Owners go broke but clippers do not. This jungle bred process of economics will not diminish the potential supply of tuna to the market by a fish, nor will it affect the relationship between supply and demand by a jot or tittle. At any time when the market picks up, a crew will be found to man every vessel and new owners with venture capital will be found to risk backing each boat for a trip or two.

THE only certain result of following such a policy is that a large share of the vessel owners will go bankrupt and an industry which is still strong economically will become a weak pauper which cannot protect itself from further economic onslaughts. Here, indeed, are the seeds for fatal disease and death for this industry, which so short a time ago was the most vigorous fishing industry of the world.

The second way for the tuna fisherman to react to this problem is to seek the cause of the trouble, gird his loins, and fight his way out of the jam he is in while he still has the economic strength with which to fight. This is the hard way. If the cause is too much tuna for the market, where did it come from and how did it get here so fast as to disrupt the market almost overnight?

A principal source of the trouble appears in the rapid increase in imports.

In 1946 all imports of tuna and tuna-like fish into the United States, canned and frozen, amounted to 7,800 tons when converted to a round weight basis. This amounted to 31 trips of a 250 ton clipper, and was no stress or strain to anyone. In 1950 total tuna imports rose to 85,063 tons on a round weight basis, which was the equivalent of 340 trips of a 250 ton tuna clipper. This meant that more than one trip for each of the vessels in the 200 ship clipper fleet was lost. This was the margin of profit or loss in a fleet which averages only a little better than four trips per year under normal operating conditions.

In 1948 the product of foreign fishermen took 8 percent of the United States tuna market. In 1950 the product of foreign fishermen took 29 percent of the United States tuna market. In those two sentences are summed up the trouble of the California tuna industry. The loss of one quarter of its market in two years was such a staggering blow that the California industry faltered and looked as if it might drop in its tracks. What is the answer to this? Obviously, imports must be slowed down so that the industry can again catch its breath. Actually, it is not the volume of imports as much as their rate of increase that casts such a paralyzing fear over the tuna market and industry.

IN 1949 the imports of frozen tuna (20 million pounds) more than doubled over 1948 (9 million pounds); in 1950 they doubled (to 50 million pounds) over 1949; in the first six months of 1951 they more than doubled over the first six months of 1950 (going from 14½ million pounds to 32½ million pounds). The imports of frozen tuna in the single month of July, 1951, were about the same (14 million pounds) as for the entire first six months of 1950. It appears that the imports of frozen tuna alone will amount to at least 100 million pounds in 1951. This—entirely aside from the imports of canned tuna

The Tuna

A Noted Fisheries Sizes Up The

Problem

Biologist and Authority Importation Situation

By DR. W. M.
CHAPMAN

in oil, canned tuna in brine, and canned bonito and yellowtail—is equal to more than one trip for every tuna clipper in the fleet.

For this reason the entire tuna industry of this coast, with the support of its many business associates, is petitioning Congress to place a tariff on tuna imports which will stop their increase, or slow it down.

This is a must. If the importation of frozen tuna continues to increase as it has done for the past three years, the California tuna industry cannot continue to exist. There is no reason to assume that these imports will slow down unless a tariff is put on them. The California tuna fisherman operates under the American standard of living. This governs his cost of operations. Taxes, insurance, ship repairs, fuel, groceries, etc. cannot be influenced by him. Their level is set by the American standard of living. He has to get a high enough price for his fish to pay these costs or go out of business.

The fishermen of other countries operate under lower standards of living. Therefore, their costs of operation are automatically less. Fishing is not an industry to which the American genius for mass production can be adapted. Therefore, to equalize the costs of operation between the American fisherman and the foreign fisherman, a tariff is required to help equalize the difference between this and foreign standards of living. Otherwise, the American fishery perishes. The death of the American fishery would not mean cheaper tuna for the American housewife. The foreign producer, after he has driven his American competitor out of business, will charge just exactly what the market will bear, not what his product costs him to produce.

WHAT would be lost to the United States would be the livelihood of thousands of West Coast people, the

\$30,000,000 a year in taxes that the tuna fishery produces, the valuable auxiliary fleet which was so heavily used by the Navy during the last war and which is maintained at the instant ready at no cost



to the taxpayer and, most important, control of what has become a staple item in the Nation's protein diet.

Thus, a tariff is a must if the California tuna industry is to survive.

But a tariff is not the whole answer. A tariff of any size which is likely to be obtained will not stop imports. It will only stop their rate of increase. The only thing that will adjust the ratio of supply to demand in the market and get the fleet back steadily fishing again is to enlarge the market. The salvation of the tuna business lies in the fact that its product, canned tuna, is high quality, delicious, nutritious meat from the sea, which is available in quantity at dirt cheap prices.

The sales story of canned tuna cannot be beat. Since January, 1947, the

general index of food prices in the United States has gradually gone up by 19 percent. In the same length of time the price index of canned tuna has dropped by 16 percent. Thus, tuna is 35 percent cheaper than its other food competitors, when compared to 1947 standards.

Translated into housewife's language, canned tuna costs about 60 cents per pound of solid meat, without bone, scales, feathers, fat or any inedible parts or water to cook out. Just solid, delicious meat which is more adaptable in cooking meals than any other meat. It is equally tasty in sandwiches, salads, and all manner of hot dishes. The family will take it with equal delight in hot weather or cold.

Here is a story to tell which will enlarge the market to the point where the fleet can operate and live. It is only necessary to raise the per capita consumption of the United States by 2/3 of a can of tuna per person per year to make one full trip of 45,000 tons for the entire fleet. If the per capita consumption of tuna in this country increased by one pound per year, the present fleet could not fill the demand. This can be done, but it takes product promotion, merchandising and advertising. Brand advertising, as done by the canners, is fine. It sells lots of tuna and is what has brought canned tuna out of the luxury class into the staple food class.

But brand advertising is aimed at the housewife who wants tuna. What it says, in essence, is: "You want tuna. Buy mine because my brand is the best."

What the industry needs is to reach those housewives who never use tuna and have no idea how tasty and handy and economical it is. We have to make new customers by just plugging tuna. What is needed is to sell Tuna, not a brand. This is the way to enlarge the market.

(Continued on page 27)

By
FRANK EVANS

BEAUTY of the NIGHT

SAN DIEGO, California, holds the record for more than one "first" in the city's long history as an important American community, and it took a tall, scholarly-looking ex-San Francisco fireman to add last month to the list. He is Manuel E. Simas, an insurance executive, and the ice he broke was to effect what is believed to be the first night launching of a tuna clipper in history.

The ship, which came off the ways at Harbor Boat and Yacht Company, and was constructed under the astute direction of Arne Strom, President of the yard, was the *Helen S*, one of the most beautifully-put-together vessels of its type to hit the briny in the tuna fleet's history.

An estimated 750 people were on hand to witness the event, and honor guests included Mayor John D. Butler, Rep. Clinton D. McKinnon, Union Executive George Baker, Arne Strom, Congressman Breed of Oakland; banker Anderson Borthwick, and others. C. A. "Hap" Holliday, Public Relations and Sales Promotion Director of California Tuna Canning Company, was Master-of-Ceremonies, and Program Director.

SPONSOR was little Yvonne Jesse, and her aids were Cathie Simas, and Eileen Silva. The *Helen S* was named in honor of Mrs. Helen Simas, wife of the principal owner, and associates in the craft's construction and operation, in addition to Simas, are, Albert C. Correia, John J. Correia, Edward J. Correia, Mr. and Mrs. M. S. Correia, Mr. and Mrs. William Pollock, Mr. and Mrs. Anthony Brown, Mr. and Mrs. M. Jesse, Mr. and Mrs. Frank Simas, Mr. and Mrs. Gilbert Silva, Manuel Valerio, Mr. Joseph A. Luz, Mr. August Gomes, Mr. Vasco Silva, Miss Mary Barbara Lewis, Miss Mary Jo Lewis. Skipper of the new craft will be Anthony Jesse, one of the fleet's outstanding veteran fishermen, and now skipper of *Gem of the Sea*.

**Launching of Manuel
Simas' Helen S mark-
ed first night launch-
ing of clipper in San
Diego, California.**



Officialdom and Aids

Hap Holliday (left background) master-of-ceremonies, Manuel Simas, owner of *Helen S*. Left to right (foreground) Yvonne Jesse, Eileen Silva and Cathie Simas, nieces of owners of vessel.

The *Helen S* is an all-wood, steel-welded ship, of 270 tons capacity and 121-feet in length. She carries General Motors and Enterprise engines, and she gleamed like a new refrigerator under the spotlights during the ceremony. She was admirably sent off the ways to accompaniment of songs by Irene Cantos, of Starlight Opera Company, and the blessings of Rev. Edward Creighton, pastor, St. Agnes Church. The event was a fitting element to the career of Simas, who started his professional life as a fireman, started in the insurance business while on a vacation, and built himself a more-than-comfortable living as the result of hard work and keen business acumen.

A San Diego resident for three years, Simas is the son of Mary and Anthony Simas, Portuguese residents who came to America from the island of Pico in the Azores, settled down and raised five sons and three daughters. The family lived on a farm near Fort Jones, Cali-
(Continued on page 28)

FAO'S Master Plan

PROJECTS for fishery development are forming an important part of the Expanded Technical Assistance Program of the Food and Agriculture Organization of the United Nations. Governments of the Far East, Latin America, and the West Indies, are receiving advice on the expansion and improvement of their fishery industries, according to the FAO procedure by which an expert is attached to a Government, by request, for a stated period, and for a particular assignment.

The projects under way include general appraisal surveys of fishery resources, such as is at present being carried out by FAO's Fishery Biologist, Dr. E. C. Schweiger of Peru. He is being employed on the biological work involved in preparing a plan for the development, conservation, and management of Ecuadorean fisheries. Dr. Schweiger has been employed for many years by the Peruvian Guano Company as a biologist and oceanographer. The company is granting him leave to handle the Ecuadorean project.

A preliminary survey of a less detailed nature will be made in Brazil by an FAO Fishery Specialist, Dr. C. J. Bottemane of the Netherlands, to determine which types of Technical Assistance will be needed to improve fishing methods and increase domestic consumption. Dr. Bottemane was for many years, head of the Sea Fisheries Institute of Indonesia, which developed the mechanization of the local fishing fleet, and combined the organization of market centres with measures to improve the social welfare of fishing families.

ALSO with long experience in Indonesia, are two Netherlands experts whom FAO has sent to Pakistan to advise on the development of a fish harbour at Karachi, in order to relieve the congestion of the present port, and provide for the larger mechanized fishing fleet which the Pakistan Government intends to develop. Dr. Arie van der Berg will work on problems of harbour works and installations, and Dr. H. van



**The Food and Agricultural
Organization of United Nations
is carrying its aid to
foreign nations the world
over. Here's a report on
its latest activities.**

Pel will assist in designing the shore facilities to handle the catch.

Ceylon is receiving assistance in the mechanization of its fishing fleet and gear, to increase production for local consumption. Alan Glanville of England who has recently been engaged in fishing in California, is handling this assignment.

Other specialized projects aim at spreading the Far Eastern techniques for the growing of fish in ponds to furnish a convenient source of protein. A technical assistance project of this nature has been under way in Haiti under the direction of S. Y. Lin of China since November 1950. Artificial ponds have been constructed and these have been stocked with carp from the USA, and a fast-growing fish called Tilapia from Jamaica. Experiments are also being carried out in the rearing of indigenous fish in the ponds. In Thailand, existing fish ponds are operated mainly by residents around Bangkok, but the Government is anxious to increase fish production for consumption among peoples living in the hinterland where animal proteins are scarce and expensive. Accordingly, the Government of Thailand has requested the services of an FAO expert to develop an extension service among inland fish farmers on fresh water fish culture methods. S. W. Ling of China has been assigned for this purpose.

THE extensive hake fishery of the Chilean coast is being organized in a program of conservation and development, which includes methods for increasing domestic consumption of hake. The biological aspects will be studied by FAO's expert, Dr. Erik M. Poulsen who has been loaned by the Danish Government from his position as Chief of the Saltwater Section of the Danish Biological Station. Mr. John Fridhøj, also of Denmark, is advising on the consumption and the marketing of hake.

Fishery educational work is also in progress. Under the sponsorship of the Government of Chile, a Fisheries Training Center will be conducted for ten weeks beginning in January, 1952. The center will draw some fifty students from South American countries. They will receive intensified instruction in fishery biology, technology, economics, administration, and related subjects. Instructors will be drawn from among fishery specialists in North and South America and Europe.

Hard-Knock CLASS ROOM

**Any Product Passing the Exhaustive Tests Put to It
At Diesel Technical Service, San Diego, Calif.,
Must Have Plenty on the Ball**



Vice-President
Grey Silva

A TYCOON of business once made the remark that, of all the successful firms, or success stories, one could scarcely find any two cases wherein the basic methods leading to accomplishment were even remotely the same. One could speculate upon this opinion for days, and even years, possibly, and get no where, to speak of. Certainly, in the instance of this story, it would be difficult to find a parallel. This is a story of two men, whose success in their business, Diesel Technical Service of San Diego, could be traced, in the main, to an overweening curiosity bump. They like to make things tick before they begin selling them.

The men are Grey Silva, Vice-President and Treasurer of the firm, and his partner, Robert Mason, a well-known engineer.

DIESEL Technical Service began in the middle '40's, when Silva, a son of the veteran fisherman and inventor, Guy Silva, joined up with Mason in an idea that a business could grow out of a sort of service laboratory.

They went to work first with the thought of testing machinery and parts that looked as though they had merit. Then they started stocking items, and their methods were simple, though back-breaking. Combing through hundreds of machinery elements and allied parts, they added, little by little to the stock already decided upon, by the expedient of first "breaking it down on our own equipment." All of which meant that, before an item went into their stock, it first had to pass a test engineered by themselves. The result for one major

unit, was Murphy Diesels, one of the finest units of its kind, as one of the most popular in the fishing fleet. Then came numerous allied gear.

In their success, of course, they had advantage of trade and environment. Silva, a native, second-generation San Diegan, was educated here, and, coached by his mechanical-minded father, he ran through school somewhat ahead of his fellows, mechanically-speaking, at least. Mason, a North Carolinian, had been a Diesel engineer for more than 25 years, and there was little about the engines that he had forgotten. Formerly with Standard Oil Company in Venezuela, in a General Engineering capacity, he had returned, when the idea for the business first took shape, to San Diego from an oversea job with General Motors, as a Field Engineer. Thus came about Diesel Technical Service, and thus came about the extremely popular Murphy Diesels, but that wasn't (and isn't) all.

RECENTLY, as another step in research and retailing, they added, after the usual "breaking down" process, Bardahl oil to their list of commodities for the fleet. The oil is now being used on the big clipper, *Mayflower* and her fleet sisters, the *West Point* and *Sun Hawk*. An outstanding lubricant, the oil has no more enthusiastic booster than Mason and Silva. In Silva's words:

"Everybody knows that the purpose of a lubricant is to reduce friction resistance of surfaces moving against each other. It is elementary that if two surfaces moving against each other are very
(Continued on page 27)



Center of Activities
Home of Diesel Technical Service, San Diego, California

Progress & Production

CUMMINS ENGINE

A report concerning research on light-weight, highspeed Diesels by Cummins Engine Company, Inc., at Columbus, Indiana, was highlighted in a paper presented by N. M. Reiners during the Society of Automotive Engineers summer meeting at the Springs Hotel, French Lick, Indiana. Reiners, manager of the Cummins Research Laboratory, described the experimental six cylinder,



N. M. REINERS

401 cubic inch, Cummins Diesel engine which develops 345 horsepower turning 4,000 rpm.

He emphasized the engine is purely an experimental model and currently is not intended for production. The experiments, however, he said, had demonstrated that the present highly developed Diesel engine is still far from its ultimate limit. He also stressed.

1. A truly "high speed" Diesel with increased flexibility in operation is a future probability.

2. The Diesel engine's power can be stepped-up, both by increasing the speed and increasing the output per cubic inch of displacement. These factors also contain the possibility that engine size and weight can be reduced for given power outputs.

3. Using commercially available fuels, smokeless and efficient high speed combustion can be secured by projecting the same basic equipment and rules known at the present time.

4. Aluminum can be assigned a role in the development of lightweight in high specific output and high RMP Diesel engines.

Reiners credited the four-valve cylinder head as a major factor in making the 4,000 RMP operation possible. He said:

"At one stage in the development, the maximum BHP was developed at 3300 RPM with a two-valve head. Changing to the four-valve head added 40 BHP at the same speed at equal exhaust smoke limits, and pushed the speed of maximum horsepower output up to approximately 3700 RPM."

MORSE CHAIN

A new bulletin on Morse Morflex Radial and Universal Driveshafts is available from Morse Chain Company.

The bulletin give complete data and specifications on Morflex Radial Driveshafts with spline-jointed tubular shafts; Morflex Universal Driveshafts with one-piece tubular shafts; and Morflex Universal Driveshafts with splint-jointed tubular shafts. It also provides a working table of maximum recommended lengths and speeds.

Write Morse Chain Company, 7601 Central Avenue, Detroit 8, Michigan. Ask for Bulletin F 41-51.

SAFETY VENT

The GS safety air vent pouring spout fits any size carboy and assures a smooth even flow of acid without spurts or splashes.

The unit is made of a special acid-resistant rubber and plastic tubing for longer life, the spout has a capacity of 5 gallons per minute.

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• GS Safety Vent

• BFM Industries

Acid can't spill or splash, as a steady flow is assured, eliminating pumping or siphoning.

For complete information or trial order, write to: Gen. Scientific Equipment Co., 27th and Huntington Sts., Philadelphia Pa.

BFM POWER FACTS

An unusual "Facts" book has been produced by the BFM Industries Incorporated, 2124 Mill Avenue, Brooklyn 34, N. Y. to acquaint industry with the substantial dollar and time savings plus guaranteed original equipment performance that is possible with BFM techniques in rebuilding and remodeling power equipment.

Using a photo-narrative style, "Facts" takes the reader on a typical problem tour of the plant, describing the methods BFM has developed whereby diesels, generators and motors are stripped to the original cast and then rebuilt or redesigned for special need. Departments covered include engine remodelling and rebuilding, machining and testing, electrical fabricating, and the ship repair and conversion facilities.

BFM services are especially important today with new equipment often unobtainable or subject to indefinite delay in delivery.

For a copy of "Facts," write to Sherman Benjamin, BFM Industries, Inc.

EBB'N FLOW

(Continued from page 11)

can boat owners and fishermen have seen their relative share of this market diminish continually.

"Tuna fishermen harvest a crop from the sea, as the farmer does from the land.

"This industry has never relied on anyone else to solve its problems. So the boat owners voted this program, in the face of declining income, to prove their faith in the future of their own industry, and because they feel this is a step toward stabilization of the industry."

(5) Then came a new idea, which swept the waterfront. Cosimo A. Cutri was its author, and he outlined his plan in a letter to various political figures. Why, he wanted to know, could not the ECA add foreign-caught tuna to its list of hand-out foodstuffs to Europe and Asia, pack it here, buy it from the Japanese, and thus lift the pressure? Many foodstuffs on the list perhaps were less nutritious, in the main, than tuna, and, if the Japanese fish could be brought in so cheap, then the Government could put out a singularly cheap food via its Marshall Plan agenda. By month's end, more than twenty of the fleet's clipper owners had endorsed the plan. It seemed, to many, the most workable plan of all it took no act of Congress to get it through; it could be done quickly, thus providing quick relief over the quota or tariff route.

(6) At this juncture, from Washington came the news. A West Coast congressional delegation agreed to take these immediate steps in the fight:

(a) Push for quick House Ways and Means Committee action on a resolution instructing the Tariff Commission to start a study of imports—fresh and frozen and tuna canned in brine. The



Anderson Borthwick
Chairman, Harbor Commission.



Harold F. Cary
Gen. Mgr., American Tunaboat Assn.

committee can initiate its own measure without house approval.

(b) Call for Ways and Means Subcommittee hearings this fall on the West Coast, especially at San Diego and San Pedro, to build up a record of facts on which congressmen can make a case next year for legislation imposing a tariff on presently duty-free tuna and a higher duty on tuna packed in brine.

The conferees agreed there was a slim chance for approval of tariff legislation this year, with Congress in a mood to go home by mid-October.

Rep. Wilbur Mills (D-Ark.) probably would head a subcommittee if it agrees to hold Southern California hearings on the financial threat to the fishing industry of climbing imports. He is chairman of a subcommittee dealing with customs legislation.

Reps. Cecil King (D) of San Pedro, and Hal Holmes (R-Wash), Ways and Means Committee members, asked that the group adopt a resolution ordering the Tariff Commission report.

It would include a request that the commission return a report as quickly as possible. The law would allow it a year, but West Coast congressmen believe a move to curb tuna imports must come quickly if it is to save the industry from financial ruin.

Conferees agreed West Coast subcommittee hearings would give leaders of both the canning and fishing phases of the tuna industry a chance to tell their stories to Congress without traveling 3000 miles.

While there was no conference agreement on which of several tariff bills should be supported by West Coast congressmen, legislators appeared to express sentiment for not only applying a duty on fresh and frozen tuna but upping the present 12½ percent tariff on tuna packed in brine as well.

(7) Then the Japanese came to town

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Arne Strom
President, Harbor Boat & Yacht Company

and presented their views. They proposed that West Coast tunaboat owners support a Japanese plan to import up to 1,500,000 cases of tuna annually, and to obtain a lower import tariff on the canned product. The proposal was made to representatives of the American Tunaboat Association.

No decisions were reached at the conference, which, according to Dr. Wilbert Chapman, association spokesman, was primarily exploratory to clear up the positions of both the American and Japanese fishing interests.

The conference was held at the tuna-boat association headquarters, 1 Tuna Lane. Chapman acted as spokesman for the local group. Others from the association were Frank Perry, president, and directors George Campbell, F. W. Szalinski, Frank Gonsales and Machado Medina.

The Japanese delegation, which came here from Los Angeles, was headed by Tomohachi Ueta, of Tokyo, president of the Cannery Association of Japan. Others were Masaharu Saiki, of Tokyo, association director; Seiichi Shibano, of Shikizu Fisheries Co. Ltd., Ichizo Hori-koshi, of Tokyo, managing director of the Hokkai Can Co.; Giichi Matsumoto, of Tokyo, managing director of the Orinetal Can Co.; Keisuke Arita, assistant chief of the Japanese Government Overseas Agency, of Los Angeles, and Ben M. Ichiyasu, of Torrance, Calif.

The Japanese proposed establishment of a sales organization of Jap packers, can companies and banks that would control shipments of the product to the United States, and distribution and sales in this country. They suggested that an annual quota of up to 1,500,000 cases of canned tuna be set for Japan alone, and that the present 45 percent ad valorem import tariff on tuna canned in oil be lowered.



Peter Bullen
President, Drake & Bullen Company.

The tuna association representatives told the visitors that American participation in the sales organization was contrary to U. S. anti-trust laws, and that the association was opposed to any increase in canned or fresh tuna imports or any lowering of the present protective tariffs.

At the month's end, the situation looked brighter. What would October bring?

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Earl M. Nielsen

President, California Tuna Canning Co.

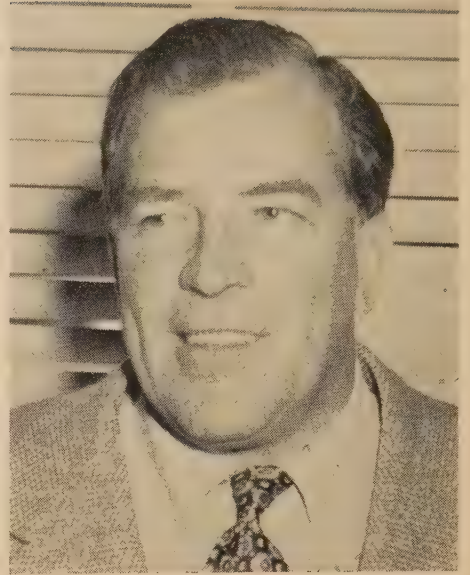
EXPANSION

National Canners:

The National Canners Association, Washington, D. C., will dedicate a new

half million-dollar research building at Berkeley, Calif., on October 12, with more than 500 executives of the canning and allied industries in attendance from practically every state in the union. The building, a modern two-story structure of reinforced concrete, equipped with the latest in laboratory equipment, will be open for inspection all that day. Ceremonies at the new site, 1950 Sixth Street, Berkeley, will include turning over the keys to the president of the Association by the Buildings Committee of Canners, and the unveiling of a wall mural depicting the relationship of the laboratory to the various steps in preparation, processing, and distribution of canned foods. Final observance of the affair will be a special luncheon and program at the Mark Hopkins Hotel, San Francisco. Mr. John F. McGovern, vice president in charge of personnel and public relations with the Green Giant Company, Le Sueur, Minn., who was 1949 President of the N.C.A., will deliver the dedication address.

Funds for the building, and for construction of another one last year at the Association's headquarters in Washington, D. C., were raised through assessment on the members of the National Canners Association, a trade group of commercial canners whose output accounts for about 75 percent of the total canned food production of the nation, as well as by contributions from many of the supply firms—manufacturers who



Donald P. Loker

Gen. Mgr., High Seas Tuna Packing Co.

make the containers, labels, machinery and other equipment and supplies used on the farms and in the factories of the industry.

The National Canners Association, which has been in existence for 44 years, is credited with being the first trade association to establish a laboratory for its members. This took place in Washington in 1913. Later a branch was established in Seattle in 1919 and another in San Francisco in 1926. At the ground-



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breaking ceremonies for the new Washington building in 1950, Dr. Paul B. Dunbar, then Commissioner of Food and Drugs, commended the industry's research activities for their cooperation with the federal government in helping to maintain standards of quality for canned foods at scientifically high level for consumers. Mr. McGovern is expected to point to the significance of the new research home in Berkeley with its up-to-date laboratory facilities and what it will mean in terms of research benefits in the public good.

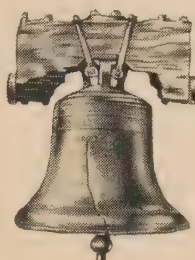
The new equipment and quarters for scientific research activities will be used in such important work as improvement in processes, development of food standards for the protection of the consumer, furtherance of efficient methods of plant sanitation, and solution of the many technical problems involved in production of processed foods of highest nutritional value. The new laboratory will contain bacteriological, chemical, micro-analytical, nutrition, sanitation and engineering units.

NEW ASSOCIATION

Shrimp:

The Shrimp Association of the Americas was formed in Galveston, Texas, during the week of August 20, to help increase the overall consumption of shrimp in the U.S. Sponsoring the new organization were the Texas Shrimp Association and Mexico's Camara Nacional de la Industria Pesquera. Leaders of both organizations heralded the newly formed association as the most significant step taken by the shrimp industry in recent years. Mr. John Mehos, president of the Texas Shrimp Association said, in behalf of the producers of Texas shrimp, that the new shrimp association of the Americas will put more shrimp on the dinner table of Mr. and Mrs. Consumer. For the first time, the producers of shrimp has organized on an international scale, quickly, harmoniously and without assistance from either national government.

Mr. Pedro Pinson, vice-president of the Shrimp Association of the Americas said that this is an example of private industry again showing the way to cordial and profitable international relations. Mr. Pinson, from Mazatlan, Mexico, is one of the largest shrimp producers south of the border and holds the important post of vice-president in Mexico's Camara Nacional de la Industria Pesquera. Mr. Virgil Versaggi of



Brownsville, Texas, president of the international organization told reporters that both the Texas and Mexican shrimp organizations will continue to function and act on problems of a local or domestic nature, while the Shrimp Association of the Americas will concern itself with the primary tasks of increasing shrimp consumption, raising standards of quality and assisting the governments of both countries in conservation work.

When asked about the method to be used to put the international program in operation, Mr. Versaggi said that the Texas Shrimp Association and the association of Mexico have agreed to assess their members one-fourth of a cent per pound on all frozen shrimp, to be used for advertising and promotion. Seventy-five percent of the total amount collected will be turned over to the newly formed international organization, with the remainder to be retained for expenses of the individual organizations of both countries. Mr. Versaggi estimates that the new organization will raise in excess of \$75,000 the first year; and hopes that other shrimp producing states will see the industry wide benefits to be gained by such a program and will join the new international organization soon.

Officers of the newly formed Shrimp Association of the Americas: president, Virgil Versaggi, Brownsville, Texas; vice-president, Pedro Pinson, Mazatlan, Mexico; secretary, Mauricio Madero, Carmen, Mexico; treasurer, J. R. Clegg, Port Lavaca, Texas; executive secretary, James Barr, Harlingen, Texas.

Others attending the conference included: Mario Ferrerira, Mazatlan,

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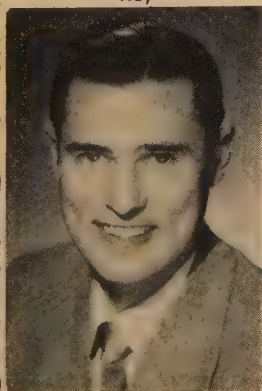
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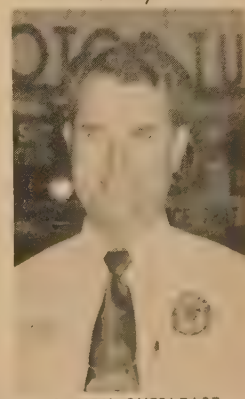
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Mexico; Manuel Zepeda, Campeche, Mexico; Dr. Milton Linder, U.S. Fish and Wildlife Service representative, attached to the American embassy in Mexico City; William Kenon, Brownsville, Texas; John Nelson, Aransas Pass, Texas; Ralph MacKenzie, Dallas, Texas, and Larry Strasburger, New Orleans, Louisiana.

POLICY SHIFT

Insurance:

Long a dissenter with colleagues who favor discrimination against some types of fishermen in the matter of life insurance rates, veteran insurance executive Cosimo A. Cutri, President, Cutri Insur-

ance Agency, San Diego, California, last week carried his views to the Constitution Life Insurance Company, Los Angeles, and came off victorious.

Henceforth, he announced, the Constitution Life Insurance Company, through the Cutri Agency, would write life insurance on *all* fishermen at standard rates. The move provided the industry overall with a savings percentage of many thousands of dollars, based on annual returns, and represented something of an industry innovation, considering former rate brackets.

"There has been no reason for this discrimination," said Cutri. "One man who is healthy enough, and who possesses the necessary qualifications to carry adequate insurance, should be entitled to the same rate as another, especially in the same industry."

Cutri also announced the appointment

of Glen Lyons, long-time Cutri employee and head of the life insurance division of the company, to the post of coordinator of the new policy. Lyons, a retired Navy man of 29 years service, last month received his designation to the Charter Life Underwriters at a banquet in the Biltmore Hotel, Los Angeles. The certificate was presented to Lyons by Dr. S. S. Huebner, of University of Pennsylvania.

CONFERENCE

Sanitarians:

The Association of Food Sanitarians convention, 1950 Sixth Street, Berkeley, Calif., will be held in the Wilton Hotel, Long Beach, California, on November 15-16, it was announced by James B. Robinson, President. Subjects scheduled for the agenda included discussions involving research and methods of sanitation control.

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John Mehos, president of the Texas Shrimp Association, (center) bids farewell to Pedro Pinson, newly elected vice-president of the Shrimp Association of the Americas as Pinson and Manuel Zepeda, (shown on the left) prepare to board the plane for Mexico City.



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NEW ENGLAND FISH CO., SEATTLE, WASH.



Frank G. Forward, first vice president of Union Title Insurance and Trust Company, examines September-October issue of "Union Title-Trust Topics," his firm's magazine, which features San Diego's tuna industry.

ACCOLADE

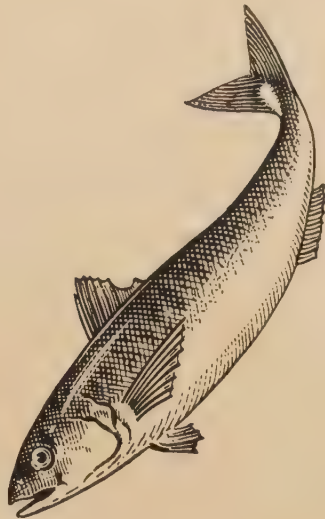
Book:

The dramatic history of San Diego's tuna industry is told in the September-October issue of "Union Title-Trust Topics," the bi-monthly magazine of Union Title Insurance and Trust Company, San Diego. Devoting eight pages of copy and photographs to the tuna industry, "Union Title-Trust Topics" describes the swift growth of the industry in the early days, tells of the development of present-day tuna clippers, presents an interesting description of tuna fishing and packing operations, and illustrates with an interesting chart the steps in the development of San Diego canneries.

The San Diego title firm's magazine pays tribute to those firms and individuals who have played an important part in the development of the tuna industry in San Diego. In recognizing

those who contributed to the growth of the industry, "Union Title-Trust Topics" reports, "Added up, the work of San Diego's tuna fishermen and cannery has won a secure place on the dinner tables of America for a food product that was relatively unknown as recently as twenty-five years ago.

"However, the fishermen and cannery alone can't be credited with sole responsibility for achieving this result. Actually, credit should be given to the other 'partners' in the vital tuna industry, that is, to the bankers, who help



finance construction of both boats and canneries; to the shipbuilders, who pioneered the construction methods which made possible today's giant tuna clip-

pers; to the many, many important businesses—large and small—which supply the tuna fleet and canneries. Yes, all deserve their share of credit for their part in making the tuna industry such an important part of San Diego's economy."

APPOINTMENT

Top Executive:

Appointment of William Zwicker, of Los Angeles, as manager of the structural steel division of National Steel and Shipbuilding Corporation, San Diego, is announced by C. Arnholt Smith, president. He succeeds Otto Tatus, who died Aug. 8 after a long illness.

Mr. Zwicker has been connected with National Steel since 1940, and has been manager of the company's Los Angeles Sales and Engineering Office since it was established in 1945. He will continue to supervise that office, in addition to directing the structural steel phase of the firm's production operations.

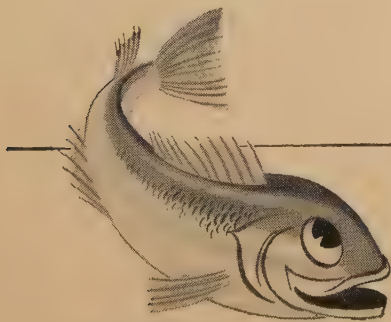
A native of Vienna, Austria, and a graduate in civil and structural engi-

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Executive

William Zwicker, newly-appointed to post of Manager, Structural Steel Division National Steel & Shipbuilding Corporation, San Diego, California.

neering from the Technical University of that city, Mr. Zwicker came to California in 1939. He started his career with National Steel as a detail draftsman, and successively was elevated to the positions of checker, chief draftsman

his assignment to the Los Angeles office, and assistant chief engineer. Following he was named a vice president of the company. He is a registered professional engineer in California.

National Steel currently has one of the biggest backlogs of orders in its history, with the plant's major divisions—structural steel, shipyard, foundry and manufactured products—humming with activity. As the result of expanded facilities in recent years, the plant, which covers more than 23 acres on San Diego's waterfront, has grown into one of the biggest operations of its kind on the Pacific Coast.



BUSY VESSEL

Western Explorer:

The M/V *Western Explorer* completed her fifth exploratory fishing cruise on August 25 when she docked at the Gloucester State Fish Pier with a small load of bluefin tuna. The ship left

Gloucester on August 16 and cruised one day in the vicinity of Fippennies Ledge, about 60 miles east of Cape Ann, where tuna schools had been sighted by some of the otter trawlers a few days previously. No fish were sighted in this area and on the afternoon of the 17th the ship steamed northwest toward Boon Island, Maine. On the following day, a report was received that large schools of tuna had been sighted in the vicinity of Seal Island, Nova Scotia. Late that afternoon, a course was set for this area and for 15 hours the ship steamed east southeast. Upon arriving in the area a strong northwest wind was blowing with a heavy accompanying sea making it impossible to carry on fishing operations in the event that fish were sighted. No fish were seen and the ship steamed that evening back toward Mt. Desert Island.

The following three days were spent cruising in the Bay of Fundy, south of Grand Manan Island and between Campobello Island and the northeast tip of

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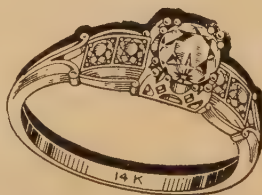
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Grand Manan. No tuna schools were seen, considerable fog was encountered and the return trip to the westward was begun on the 23rd. The ship cruised in the waters around Matinicus Light and Monhegan Island for one day without spotting fish. Two sets were made on the morning of the 24th in the vicinity of Boon Island, Maine. The first set was made in 30 fathoms of water, but no fish were captured. The second set, made in 24 fathoms of water, 41 large fish were caught. The fish averaged about 250 to 300 pounds in weight. Late in the afternoon of the same day four large schools were sighted, but due to the fact that the fish were in comparatively shoal water, from 10 to 19 fathoms, and over rocky bottom, no attempt was made to seine the fish. The following day there was a fresh breeze from the northeast and no fish were seen in the area. The ship docked at the Gloucester State Fish Pier late that evening.

On Tuesday, August 28, 9,000 pounds of tuna were weighed out and the fish were sold to Davis Bros. Fisheries Corp. of Gloucester, Massachusetts, for \$100 per ton. Following refitting and repairs to the generator and clutch, the ship will sail on her sixth voyage on or about August 30.

BUSINESS

Service Style:

Bids to furnish canned shrimp and sardines for the U.S. Air Force for fiscal year 1952 have been requested by the New York Quartermaster Procurement Agency of the U.S. Army. Only shrimp and sardines caught and packed in 1951, will be considered. Invitation and Bid QM 30-280-52-193 requests bids for 16,400 cans of sardines (Type II, 100 3½ oz. cans per case, not less than 5 sardines to a "quarter oil" can) and 10,272 cans of medium shrimp (type I,



48 No. 1 round 5-oz. cans per case.) Delivery shall be f.o.b. destination and shall be effected as soon as possible, but not later than October 25, 1951. Shall be packed for export. Contracts awarded pursuant to this Invitation and Bid will bear a DO priority rating under National Production Authority Regulations for packing and packaging materials. Award will only be made to contractor whose plant has been approved by the Army Veterinary Corps.

ADMINISTRATION

Instructions:

Albert M. Day, administrator of the Defense Fisheries Administration, announced that applications for authorization to construct fish processing and production facilities should be postmarked by midnight, October 15, in order to be eligible for consideration for a first quarter, 1952, allotment of controlled materials. As claimant agency for the fishing industry, the Defense Fisheries Administration will process applications for the construction of fish handling plants such as fish canneries, fish reduction plants, dock facilities for loading and unloading and filleting plants. Since the amounts of controlled materials required for this type of construction usually exceed the self certification limits, prospective builders requiring more than 25 tons of carbon and alloy steel, including structural steel, not to include more than 2½ tons

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of carbon and alloy steel and no stainless steel, 2,000 pounds of copper and copper base alloys, and 1,000 pounds of aluminum, must file CMP-4c forms in accordance with NPA regulations 4a and CMP-6.

For all subsequent quarters, applications must be postmarked by midnight of the 15th day of the first month of the quarter preceding the one for which the delivery of the controlled materials is scheduled. Only cases involving hardship, disaster, or extreme essentiality can be considered after these dates, and then only if any unallotted amounts of material remain. This action is necessary, Day said, since the quantities of controlled materials for this type of construction are severely limited, and



only by considering all applications for any particular quarter at a single time can the most equitable distribution be made. Early filing or requests for permission to construct, and for allocations of controlled material, is likewise necessary so that builders of approved projects can place their orders in time to obtain delivery in the quarter in which the material is required.

Application forms, CMP-4c, and instruction sheets may be obtained from field offices of the Department of Commerce. However, such applications will be mailed directly to the Defense Fisheries Administration, Department of the Interior, Washington 25, D.C. All questions should be answered in as complete detail as possible, with particular emphasis on the instructions contained in section 1 of form CMP-4c, Day said. Firms contemplating construction of

fish handling or processing plants during 1952 should inform the Defense Fisheries Administration of their plans as far in advance as possible so that controlled materials for the projects can be obtained for the quarter in which they will be required.

Through an error in last issue of *Pan-American Fisherman* the Portuguese-American Social and Civic Club and the San Diego County Historical Association were not given proper credit for their parts in San Diego, California's Cabrillo celebration. Apologies are herewith tendered. These groups only too conclusively did an outstanding job in making the affair the success it was.

NEW SPECIES

Hymonospaceus Robustus:

Discovery of a new type of shrimp, red in color—the flesh of which is said to have a distinctive lobster-like flavor—was made by the exploratory boat, the Oregon, of the U.S. Fish and Wild-

life Service. This new type of shrimp was found in the deep waters of the Gulf of Mexico.

The importance of the new shrimp variety, according to government biologists, lies in the fact that evidence indicates it is one of the most numerous and widely distributed shrimp types in the Gulf.

But the chief drawback at present, from a commercial standpoint, is that these red-shrimp are found at a 1200-to-1300 foot depth and most commercial boats lack the long trawl cables and heavy winches which are necessary to drag nets successfully at such depths.

The red variety is named *hymonospaceus robustus*. Some of them run about 14 to the pound, with heads on, which is in the jumbo variety. The catches so far averaged about 28 to the pound.

No exact reason for the red color of these shrimp is known. Red light, it is understood, is absorbed before it reaches such depth and anything red is probably invisible to other predatory marine life. For this reason, it has been speculated, the shrimp with a tendency to red may survive better than those of other shades at the given depth.



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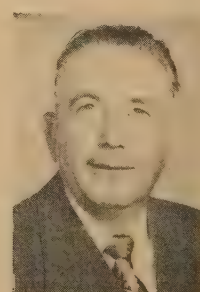
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Want to buy good albacore boat. Will pay right price for boat in good condition. Need at once. Please write P. O. Box 136, Pan-American Fisherman, 205 Broadway Pier, San Diego.

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FOR EXCHANGE OR SALE—Several different types and sizes. Write us your requirements—we always have a large number of boats available, or we will be glad to locate the exact boat you want. Write Pan-American Fisherman, P. O. Box 1, 205 Broadway Pier, San Diego.

TUNA BOAT WANTED—Twenty-five to seventy tons. Give cash terms and price. Write to Peter A. Hustad, 218 Second Avenue, San Diego.

FOR SALE—Compact 6-ton, wood hull fishing boat, 40 feet long and powered with two-cylinder Gray Marine Diesel. Has Lawson auxiliary gas engine, plus complete refrigeration. This boat may be purchased at an exceptionally low figure. Excellent operating condition. Phone F 7328 San Diego, or write Pan-American, P. O. Box 10, 205 Broadway Pier Bldg., San Diego.

CLASSROOM

(Continued from page 16)

rough and the pressure is very great, a great amount of power must be used to overcome the friction unless something is interposed between the surfaces to smooth the way.

“Rollers or other mechanical devices, such as strips, might be interposed to reduce the friction drag which is due to roughness of the surfaces. Then less power would be needed to move the parts, but lubrication still would be needed.

“If a pasty or fluid cushion is interposed so it will stay there as a cushion and not be pressed out and away, that is a lubricant. If the lubricant cushion were water it would have less frictional drag within itself (less viscosity) than if the lubricant cushion were very heavy molasses.

“The best lubricant is the thinnest one which can be kept in position, provided it also has the body or toughness so the lubrication cushion between the friction surfaces can be maintained *with ample margin of safety*. The lower the viscosity of the lubricant, the less is its own friction drag and the greater the spread of lubricant to all surfaces to be lubricated.

“Greater toughness or body of lubricating oil to withstand greater pressure load of surfaces to be lubricated, was obtained generally in times past, by using oils of higher viscosity with consequent disadvantages in relative penetration and in the greater power needed to overcome the viscosity drag of the oil itself. There have been improvements in refining in recent years and there have been developed also a number of special oils to give advantages of a thin, low viscosity oil with the friction-load capacity and toughness of heavier oils. There is relatively little difference in the viscosity of most of these special oils. Nearly all are thin oils but there is a very wide variance in the friction load capacities and other characteristics.

“The makers of Bardahl do not claim that Bardahl is the only one of these special oils which is of value. All are conceded to be of value, but Bardahl is outstanding in that it is a thin oil (having low internal friction drag), has a tightly clinging film and continues to lubricate even under high temperatures and by these qualities is kept in position, and above all, will bear friction loads far beyond what is ordinarily believable without actual trial.

Bardahl is an outstanding buy in the lubricating field, giving extraordinary lubrication service in many fields where ordinary oils cannot approach its performance. It costs more per gallon, but less per unit of lubrication and far less in repairs and replacements of equipment and in loss of use of equipment.

“The thinner an oil is the better is the lubrication. If it has the “body” or toughness to take the load and can be kept in position. Bardahl provides that toughness in a thin penetrating lubricant. The Bardahl film is tough enough (even when only 10 per cent of Bardahl is used) to multiply the friction load-bearing capacity of most oils to several times what it is without Bardahl. Moreover, the Bardahl binds tightly to the metal parts to be lubricated and persists to an astonishing degree. Bardahl is a true super-lubricant in every way.”



ANOTHER of the partners innovations is the establishment of a Preventive Maintenance Division. This is a service calling for survey of the mechanical parts of a clipper or boat, free, and the recommendations about what could be done to keep it operating efficiently longer. The surveys are free to any owner, and, after a dossier of knowledge has been gotten up, it is turned over to a firm engineer, Don Scofield,

for final analysis. Within a short time, the clipper owner receives a set of recommendations, for which he has not paid a dime. Scofield, formerly a service engineer for Gates Rubber Company, has gotten up recommendations for something more than 50 clippers so far, and the number of Captains taking advantage of the service is growing daily.

FAO

(Continued from page 15)

Additional technical assistance agreements between FAO and governments are being negotiated. Among these is an agreement with the Government of Turkey covering technical assistance in fishery biology and surveys to explore latent fishery resources, in improving fishing and processing methods, and in expanding local markets for domestic catches of fish. Another agreement being negotiated provides for expert assistance in developing fisheries in the fresh and brackish waters of the state of West Bengal, India, to assist in relieving the food shortage.

AS can be seen, the fishery technical assistance projects of FAO are requiring experts in many fields and these experts are being drawn from a number of countries. Still other fields of science will no doubt be represented in agreements under negotiation or to be negotiated. FAO welcomes communications regarding its technical assistance program in fishery development and as to the specific types of experts needed. Generally the tenure of positions is one year, although it may be as short as three months.

—the end

TUNA PROBLEM

(Continued from page 13)

The way out of our troubles has already been demonstrated by the California Citrus Growers, the California Wine Industry, the California Walnut Growers, the California lima bean growers, the Cling Peach Association, the turkey growers, the American Meat Institute, etc. If you wish to increase your market, you've got to plug your product. If you've a good product, priced right, you can't fail. There is no better protein food priced so right as canned tuna.

The tuna business is sick for sure. It may take some time in getting well. It may even die. But there doesn't seem to be anything wrong that a small tariff, a hefty industry advertising program, and a little guts and brains won't cure.

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BEAUTY

(Continued from page 14)

fornia, and, in the early part of his existence, the going was tough for the young Manuel.

Before he was 12, as a matter of fact, he was milking, gardening, and otherwise aiding his father raise the growing family, and he was nearly 16 before someone told him that some people got up so late as eight o'clock in the morning.

MOREOVER, the going got tougher yet. In 1915, his mother died, and, in 1920, his father followed her. Manuel Simas, at this juncture, was looked upon by his brothers and sisters as the head of the family, and for several years, he alternately spent his time seeing the group off to school, keeping them fed and doing most of the work that led up to such necessities. Later, when his family was able to more adequately care for itself, he took shots at jobs such as mining, ranching, longshoring, selling real estate, and as fireman.

During a vacation, and anxious to augment his income, he took a job selling insurance. His record here is too well-known in Northern California (and now in Southern California) to elaborate upon. The date, however, was in 1923, when he went to work with the



New World Life group in Fresno, and, at the time, the company had around three policy-holders in the little town. When Simas left the company on September 1, 1948, the agency had close to \$12,000,000 worth of business. Then he came to San Diego, determined to retire. But idleness got him down, so he went back to the business world.

"I came to San Diego to retire," he says, a bit wryly. "And to enjoy fishing and things I've worked too hard all of my life to experience. At first, I thought I'd do just a little business; enough to keep me busy a couple of days each week. That certainly was wishful thinking. I get deeper and deeper each month, and, if it keeps up I'll have to hire a staff. That means out the window for my contemplated trip to South America, which my wife and I have been planning for some time."

IT could be said that, people wishing to see South America, shouldn't be building beautiful clippers, and selling insurance hand-over-fist!

EDITORIAL

(Continued from page 6)

United States would buy tuna with its rehabilitation moneys, and distribute that product as it does other commodities in the food line. Such reasoning bears close scrutiny, as it is obvious that, regardless of how diligent our Congressional leaders in Southern California are, getting through any measure of relief will be a slow process. On the other hand, Mr. Cutri's plan could be put into effect immediately, thus lifting the gloom and pall that now has settled over the tuna industry, and relieve, at the same time, the economic pressure now throttling our industry.



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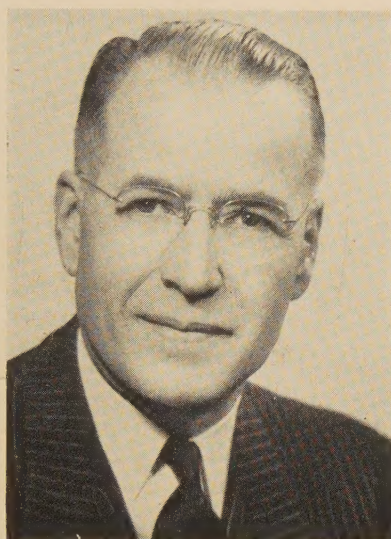
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The launching of the new Tuna Clipper "Helen S" marks another important advance in the rapid rise of Manuel E. Simas to a position of importance in the thriving San Diego fishing and marine industry in San Diego.

Coming to San Diego in 1948, following a successful career in the insurance business in Fresno, Calif., Mr. Simas came to San Diego to live a pleasant, semi-retired life. Inactivity being an unknown quality in his life, he soon was back in the insurance business. Today he heads the important M. E. Simas Insurance and Boat Brokerage Company, located at 1261 Rosecrans, in Pt. Loma, which is rapidly becoming one of the most important companies of its kind in the San Diego area.

Mr. Simas' faith in the continued prosperity and expansion of San Diego's world-famed Tuna Industry is reflected in the launching of his modern new clipper, the "Helen S," the name honoring Mrs. Simas. He is also managing owner of two other clippers, and part owner of two active Tunaboats.

Mr. Simas is past president of the California State Life Insurance Association; former director and chairman of the executive board of the California State Life Insurance Association, and is active in many civic, business and social organizations in the San Diego area.



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Weighing 275 tons, main propulsion unit is by Enterprise Diesel, with auxiliary motors by General Motors. Compressors for refrigeration are by the Howe Co., pumps by Fairbanks-Morse, and galley range by the Carlson Co., of San Diego.

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